

NATIONAL INTELLIGENCER.

THE "PRINCE ALBERT" AND THE "ADVANCE" IN THE ARCTIC SEAS.

"Capt. Forsyth's voyage, (in the Prince Albert), performed in the summer months of 1850, will be handed down to posterity as one of the most remarkable, if not the most remarkable, that has ever been accomplished in the Arctic Seas."—*English paper.*

On the 29th of March, 1850, a letter was written from this city to a warm and zealous personal friend of Lady Franklin in England, calling his attention to the fact that in the several routes proposed for the renewed search for Sir John Franklin an important point for examination was overlooked. None of the plans before the public provided for the examination of Prince Regent's Inlet. The letter was written for the purpose of calling attention to that point. It was suggested, first, that Sir John, after passing Barrow's Strait, might not have been able to pass to the south, or southwest, or west, or north—the directions named in his instructions; secondly, that, meeting with obstructions from the ice to the west of Barrow's Strait, he would probably take the course he had himself indicated, and try for a passage through Regent's Inlet; and, thirdly, that, without a thorough examination of the Inlet, the search for Franklin could not be considered complete. It was not proposed to omit examination in any other direction, but to include this in a general system of search.

It was afterwards determined in England to send out a vessel for an exploration in part of that Inlet; but not upon the plan, nor for the reasons, suggested in the letter before referred to. The new "reasons" offered as an inducement for an exploration of the Inlet appear to have been based on the late generally-accepted fact that Franklin did not enter Prince Regent's Inlet at all; and the searching expedition, instead of endeavoring to reach the bottom of the Inlet, was merely to proceed as far as Brentford Bay, and there commence explorations toward the spectral west coast of North Somerset.

In the London National Standard of May 4, 1850, the new branch of search is thus noticed:

"We have so lately discussed the various degrees of probability which belong to the several routes proposed for the search of Sir John Franklin in the Arctic regions, that it is hardly worth our while to repeat what has been said. However, a recent proposition, emanating from friends of Sir John Franklin, proposing for its object an expedition by the way of Prince Regent's Inlet, having within the last week been extensively ventilated, we may be permitted, without trespassing upon the patience or forbearance of our readers, to add a few words upon the subject."

It is added that "the reasons which are offered as an inducement to this additional amount of exertion may be thus shortly stated:

"First, having regard to the instructions of Sir John Franklin, and seeing that these instructions direct a straight course to Melville Island, without stopping to examine either to the northward or southward in that strait, but to continue to the westward without loss of time, until he should reach Cape Walker, it is assumed that Sir John Franklin may have abandoned his vessels to the southwest of Cape Walker."

All this might be very clear and plain sailing to the readers of the National Standard. There are others to whom it may not be so clear. The Standard, after, however, in saying Franklin's instructions "direct a straight course to Melville Island," he was not directed to go to Melville Island, because, as his instructions say, "loss of time would be incurred in renewing the attempt in that direction." Nor does it appear very plain how, by keeping "a straight course to Melville Island," and then, by continuing to the westward, he could reach Cape Walker, or whereabouts he would get to the southwest of that Cape.

The Standard then proceeds to give at some length, and in order, the probabilities of a successful result of the projected enterprise. Several of the suggestions presented, those from Capt. Beechey particularly, are somewhat curious. The whole is summed up thus:

"The latest projected expedition then proposes to provide the means of acting upon the probability of the expedition [Franklin's] having been intercepted shortly after passing to the southwest of Cape Walker."

Now, let it be observed that, up to the 25th of August, 1850, the date of the last accounts from that region, (and of course the latest date to which any of the remarks herein made can apply,) nothing is to be found in the journals or observations of any navigator to make it appear at all probable that any vessel has ever passed, or that it is possible any vessel, by the way of Barrow's Strait, can pass to the southward of Cape Walker. The southern shore of Parry's "Polar Sea" has, whenever it has been seen, presented in the form of an ice-bound coast. Parry, who discovered and named Cape Walker, and made a nearer approach to it in his first voyage than any other navigator, found between him and the coast there, and across from Cape to Cape, fixed ice of many miles in extent, solid and impenetrable by a ship as the firm land itself.

Capt. Sir James Ross, it is true, talks of traversing the "west coast of North Somerset" in the summer of 1849, and has given a delineation of such a coast, which is now found on the Admiralty charts; but he saw no water there. It is possible there may be a west coast of North Somerset where Sir James Ross has marked it; but there is no recorded evidence of the existence of open water, or of any current, drift, or set of the water, such as should be found between Cape Bunney and Cape Walker, if these Capes were separated by a strait between the "Polar Sea" of Capt. Parry and "King William's Sea" of Capt. Ross, or any other sea.

Capt. Ross, at an earlier day, placed on record his opinion. To reach Behring's Strait through Baffin's Bay it was supposed to be necessary for Franklin to pass to the southwest from Cape Walker. It was this necessity only that opened the passage in that direction. In his remarks on Dr. King's plan of search, on the 29th of February, 1849, he says:

"It is far more probable, however, that Sir John Franklin, in obedience to his instructions, would endeavor to push his ships to the south and west, as soon as they passed Cape Walker; and the consequence of such a measure, owing to the known prevalence of westerly winds, and to the drift of the main body of the ice, would be, in my opinion, their inevitable entombment; and if he persevered in that direction, which he probably would, I have no hesitation in stating my conviction he would never be able to extricate his ships, and would be ultimately obliged to abandon them. It is therefore in latitude 73° N. and longitude 105° W. that we may expect to find them involved in the ice, or shut up in some harbor."

These were the opinions of Capt. Ross while preparations were going on for his last Arctic expedition, on which he sailed on the 12th of May, 1849. It is curious and instructive to follow him, for the purpose of ascertaining from his movements the value he placed on his own opinion, deliberately formed and submitted to the Admiralty.

Did he, in 1849, expect to reach the point (73° N. 106° W.) where, in 1849, he "expected" to find Franklin "involved in the ice, or shut up in some harbor"? By no means. So far from making any such attempt, when, on his way to Cape Walker, he reached Cape Bunney, about 95° west, he turned to the south, and at "the extreme point" of his operations was in lat. 72° 38' north, and long. 96° 40' west. This is the practical commentary of Sir James Ross on the recorded opinions of Sir James Ross, as to the proper route for the discovery of Franklin, or of ascertaining his fate.

But even the most positive declarations of Sir James Ross must be received with great caution. For instance, he said, in 1855:

"Barrow Strait was not ice bound in 1832; nor have I, during any other of the seven seasons I have passed through that strait and Lancaster Sound, even found them to be so incumbered with ice in any degree to impede their navigation. I have never heard of their being so shut up by any of the whole ships which have almost annually visited them during the last thirty years."

Now for the facts. Capt. Sir James Ross has passed through Barrow Strait but twice. He passed through in the seasons of 1819 and 1820 only. In 1819 the strait was "so incumbered with ice," that on the first attempt to pass through it he did not succeed. On a second attempt, after trying Prince Regent's Inlet, they were successful, and did pass through. All others "constructive passages." It is not worth while to inquire into what he has either never heard of or never seen, for it is better to believe what he has said, than what he has not said.

With these prospects of a successful search for Sir John Franklin, the friends of Lady Franklin, at the beginning of May, 1850, agreed as to the importance of an expedition by the way of the generally-ice-bound strait of Prince Regent's Inlet, as far as Crawford Bay or Brentford Bay, and thence across the land and to the west—somewhere, though Mr. Snow says "the object of the expedition was the thorough search of the west coast of Regent Inlet to the bottom of the Gulf of Boothia, into James Ross's Strait, and down to Simpson's Strait."

An appeal was made to the public for aid in the projected enterprise, and sufficient funds were soon raised. The Prince Albert was purchased and fitted out for service in the best possible manner, with stores of all kinds in the greatest abundance for two years; nobody dreaming she would return from a bootless errand in four months, and before she had been occupied twenty-four hours in carrying out the intention of Lady Franklin and her friends, or "the parties," as Commander Forsyth styles them.

Commander Forsyth, of the "Royal navy," volunteered to command the Prince Albert, and unfortunately his offer was accepted. W. Parker Snow was appointed by Lady Franklin to accompany the expedition in apparently some undefined subordinate capacity. It was unfortunate for the voyage that he was a subordinate station.

The report of Commander Forsyth to the Admiralty, and Mr. Snow's journal of the voyage, have both been published. An examination of these will show that, while they do not agree in all respects as to the Prince Albert, they differ widely in some of their statements as to the American expedition, commanded by Lieut. De Haven, engaged also in the search for Sir John Franklin.

The Prince Albert sailed from Aberdeen on the 5th of June, 1850, on the 17th of August she was off Cape Hare. The remarks of Mr. Snow, in his journal of that day, exhibit an admirable picture of the beginning and end of the search of the Prince Albert:

"Here we are, and, with the blessing of God, all safe, so far, and, this morning, the first and most ahead of all the discovery ships, though we left last, and yet we hope to be the last."

"We are now entering the ground where all our hopes and expectations are centered; where we must be constantly alert, night and day, on the look out; and where I earnestly pray we may find some tidings."

"We now have a nice little breeze in our favor, and a clear sea; and, as our vessel lifts and moves to the gentle swell, we seem to be again upon the ocean, looking brightly forward."

"Two weeks to a day, only, after this, we were again very near the same place, myself crest-fallen, miserable, hardly able to contain myself, and the poor ship (no emblem of Britain now) as it were, reluctantly (for it was not) to the discovery."

"The Prince Albert arrived off Port Leopold at three A. M. on the 21st of August. So far she followed the track of the other vessels engaged in the search by way of Barrow's Strait; at this point Commander Forsyth was to leave that track to enter upon the division of the search assigned to him. The following extract from his official report of the voyage is his account of the subsequent movements of the Prince Albert:

"As it was intended by the parties who fitted this vessel out that she should proceed to Brentford Bay and commence operations from that place, I made the best of my way up Prince Regent's Inlet in order to effect that object."

"As we drew up towards Fury Beach the land ice gradually extended off the shore, commencing a little to the southward of Port Leopold, up to within ten or fifteen miles of Fury Point, when it stretched directly across the Inlet, appearing in front of Port Bowen."

"Finding great quantities of drift ice setting up the Inlet, and likely to close me in, with no port to take refuge in, I stood out to the northward, with intention of proceeding down the western side of North Somerset."

"On reaching the north end of Leopold Island, I found the pack extending from thence across Barrow Strait, towards the entrance of Wellington Channel."

"After having forced our way through great quantities of heavy drift ice, the vessel receiving many severe concussions, we got in with the land between Capes Herschel and Hurd, and examined the coast as far as Point Innes, in the Wellington Channel, without finding any other traces of the missing parties, with the exception of those already mentioned at Cape Riley."

"There being no possibility of my penetrating to the S. W. as I had intended, from the heavy ice in that direction, I ran back to Prince Regent's Inlet."

"The appearance of the ice being much the same, with no port to enter in the vicinity of my future operations, I was most reluctantly obliged to give up the idea of remaining in these regions, more particularly as the season was fast advancing when the ice begins to form; and I know from experience, if this vessel was once caught, there would be no chance of getting out again, as she has no power to bore through it. I therefore determined, after most mature consideration, to return to England."

"Of the other vessels that had passed Barrow's Strait, he says:

"Her Majesty's ships Assistance and Intrepid, when last seen by me, on the 25th of August, whilst off Point Innes, appeared to be well covered with Cape Hotham, carrying a great deal of sail, with a strong breeze from the westward. Penny's vessels were also in the entrance of the strait, and two American brigantines working over towards Cape Hotham."

These extracts give the whole results of the voyage of the Prince Albert, according to Commander Forsyth's own showing. As to the supposed traces of Sir John Franklin's Expedition having been found, he could make no pretensions to the finding of them. Mr. Snow, who first brought him the news, was informed of their discovery by Lieutenant De Haven before the Prince Albert's boat landed at Cape Riley, on the 25th of August. Captain Ommaney saw them on the day previous, and it is probable they were discovered in the first place by Lieutenant Griffith of the Rescue, on the 22d or 23d.

Now, to compare some of the statements of Captain Forsyth in his official report with the facts as they are given in the journal of Mr. Snow:

1.—Of Captain Forsyth's attempt to make his way up Prince Regent's Inlet.

"As it was intended by the parties who fitted this vessel out that she should proceed to Brentford Bay and commence operations from that place, I made the best of my way up Prince Regent's Inlet, in order to effect that object."

What were his efforts to effect that object? The Prince Albert arrived abreast of Port Leopold at three A. M. of the 21st of August. Mr. Snow effected a landing at Whaler Point, made an examination of the place, and returned on board the Prince Albert, and "turned in" at ten A. M., having been on duty since seven the preceding morning. Four hours after this (two P. M.) it appears from Mr. Snow that they had entered at last on the search:

"At two P. M. [August 21] I was on deck again, and found the vessel had made but little progress, it being calm the whole time. A breeze soon afterwards sprung up in our favor, and we passed along the coast to the southward in Prince Regent's Inlet."

"We were at last fairly on a portion of the ground which had been allotted to us, in particular, as the scene of our labors and researches, and it was with no little anxiety that I kept a good look-out to see the state of the ice ahead, and also to examine the coast as we went along."

Mr. Snow was now full of hope, though "some ice along the coast seemed to bode not so favorable a result as was wished for."

"Still there was great hope that we should now, very soon, get to winter quarters, in either Brentford or Crawford Bays. Success, however, in coming thus far, had made us sanguine, and the hitherto helping us, about the same time, we might be at anchor probably on the following afternoon. It was yet early in the season, and I reflected within myself that perhaps something in the way of search might yet be done, according to the scheme originally intended for us and the instructions we received, ere winter set in upon us; and I was much gratified to see the willingness, nay, eagerness, with which they all agreed to proceed forward to the search, and to follow our taking up a winter position in Brentford Bay or some other harbor."

The men as eager to enter upon the search for Franklin little thought that in a few hours the Prince Albert would be turned on her homeward voyage, and that in less than six weeks from that day, instead of being engaged upon operations to the west of Brentford Bay, they would be in Aberdeen.

At nine A. M. of the next day, (August 22,) off Fury Beach, they were in a tight in the ice. The two mates, at the request of Captain Forsyth, gave him their written opinions on the probability of their being able to proceed any further. Their reports seem to have been made to meet the wishes of Captain Forsyth. Mr. Snow says he was reluctantly compelled to come to the same conclusion with the mates; but he adds, in an apologetic note, "I could only, of course, judge from what I saw, coupled with what the mates told me. Inexperienced in the ice, I could not tell whether the waiting about there would be proper or not." He adds:

"The next step was to get the ship clear from her present unsafe position, as, in the event of a gale or breezy weather springing up while she was there, the ice might close in upon her. Orders were then given to turn the ship's head round and retrace her way."

Here, then, at nine A. M. of August 22d, ended all effort "to proceed to Brentford Bay and commence operations from that place." In other words, no effort was made to reach Brentford Bay. The ship's head was turned, and she began to retrace her way, when the first impediment to her progress was encountered.

2.—Of Captain Forsyth's intention of proceeding down the western side of North Somerset.

"Finding great quantities of drift ice setting up the Inlet, and likely to close me in, with no port to take refuge in, I stood out to the northward with intention of proceeding down the western side of North Somerset."

The plain English of this is, Captain Forsyth, "finding great quantities of drift ice" on the eastern side, considered it unsafe to remain there, as it might close him in; so he "stood out to the northward with intention of proceeding down the western side," where the ice being all solid, as far as he was informed, it would not be likely to close him in. If he meant any thing, it could be nothing but this; but it is probable he had no very clear idea himself of what he did mean. It may never have occurred to Captain Forsyth that some one might ask him how he was to proceed down the western side of North Somerset. If their lordships, on reading his report, had made the inquiry of him, he would have been sorely puzzled for an answer. He could refer to but a single authority, and that one would have exposed his ignorance and his folly. He could refer to Captain Parry only. And what does Parry say? His answer will be found in the remarks made by him when sailing along the ice in longitude 98° to 91° W., on his return from Melville Island, on the 29th of August, 1830:

"As I had always entertained an idea that there was no part of this ice which we were more likely to get to the southward than the westward of Cape Bunney, I was desirous of thoroughly examining the state of the ice in this neighborhood, and bore up to the southward under all sail for that purpose."

"After running two or three miles, however, we were again stopped, at twenty minutes past noon, and the weather having now cleared, we perceived that the ice was as compact as before, [in 1819], except that there was one 'hole' of water, about a third of a mile wide, just within its margin, but beyond that it was close and impenetrable."

"We were therefore under the necessity of hauling again to the eastward, along the edge of the floes, which lay parallel to the southern shore, and at the distance of seven or eight miles from it, being much nearer than we had been able to approach before, [in 1819], except the preceding season."

"At the same time Parry says: 'The space between us and Cornwallis Island was entirely free from ice, and Wellington Channel presented the same broad navigable passage as on the former occasion.' [1819]"

This shows the condition of the ice in the most favorable seasons. While it then extended seven or eight miles from the shore, along the northern coast of North Somerset, (and much farther off Cape Walker,) there was none to be seen in the whole space across to Cornwallis Island, and, as far as could be seen, up Wellington Channel. And yet Captain Forsyth speaks as coolly of his "intention of proceeding down the west side of North Somerset," in the season of 1850, as if he expected to meet with no obstruction to an open and free navigation in doubling Cape Bunney and proceeding down to the south.

But it is ascertained from Mr. Snow that Captain Forsyth had no such preposterous intention. When he turned to the northward, he entered upon his return to England, with no "intention of proceeding down the western side of North Somerset." The utmost that Mr. Snow could extort from him, after a second effort to go there in one of the boats, was an agreement to look at and examine Cape Riley, Hotham, and Walker.

Orders were then given to turn the ship's head round and retrace our way; and the commander having also received from me, at his request, a written opinion concerning what I, as a subordinate, considered the best course to be pursued, he began to retrace his steps. I entered previously to make an attempt to land at Fury Beach, and would dare all to do so, if he would lead me the boat for one day; but he considered it too hazardous to attempt. He, however, told me that he purposed to return to England, having failed in being able to get to Brentford Bay, or into Baffin's Bay, and, from several circumstances which it would only be irrelevant here to speak of, I, with a bitter heart, coincided with him in the opinion that that effort, deeming that it would indeed be better to return to England."

"The circumstances 'irrelevant to speak of' that induced Mr. Snow, "with a bitter heart," to coincide with Captain Forsyth, "that it would indeed be better to return to England," are left open to conjecture. It was not because the crew desired or expected it. They, "to a man," were willing to proceed. It was not required by any deficiency of vessel, equipment, or stores. Every thing was of the best, and in abundance. Mr. Snow speaks in the highest terms of the good qualities of the Prince Albert, and the good disposition of the crew, to show that the determination of Captain Forsyth was not caused by the unfitness of the vessel or the unwillingness of the men to continue the search:

"Small she undoubtedly was; and her smallness of size was more than ever conspicuous to me this evening, when, contrasted with the Yankee brig, and the aspect of all around her; but she had proved herself eminently adapted for the service; she was a vessel any one might be proud of."

"With the fine open season now before us, able, from her size and build, if checked in one place, to try in many other places, drawing but nine feet water, possessing admirable sailing qualities, and every way capable of being kept under command, she might have gone almost any where, and, were most assuredly, the best adapted of all the vessels up there for minute examination of a coast, and that particular search for which we had, as I thought, been destined."

"And I was not alone in this feeling; for the whole of the crew, with the exception of one, gave good round all the world in her, and to have dared any thing."

With such a ship and such a crew under his command, and such a season before him, what induced him at once to abandon the search, without a full examination of the state of the ice, and without waiting to see the effect upon it of a single tide? Fury Beach was before him. One of Parry's gallant ships had been wrecked there. He could almost see the site of "Somerset House," the forlorn home of Captain John Ross, in which he spent his fourth winter in the ice. A recollection of the shipwreck of the Fury, and the sufferings of Captain Ross and his companions, would naturally excite his sensibilities. His apprehension of shipwreck and suffering at that fatal place may have affected his nerves.

The effect upon the men of the sudden and unexpected decision of Captain Forsyth is thus described by Mr. Snow:

"At four P. M. [August 22] all hands were summoned and told by Captain Forsyth what his intention was, and that the vessel was now returning to England. What the effect was upon them, I cannot say, but they said nothing, though I perceived that they did not take the commander if any thing suggested itself to them."

"They were then dismissed, and the mantle of gloom spread itself abroad, in fog and despondency of spirits, over our little vessel, so joyous but a short time back."

Captain Forsyth early in the day told Mr. Snow it was his intention to return to England; at four P. M. he told the men that "the vessel was now returning to England." Had he at the time when he turned to the northward had any other "intention," instead of informing the crew "the vessel was now returning to England," he would have told them that he had not abandoned the search, but was about to continue it in another direction. If he had then had the absurd intention of penetrating to the south by way of Cape Bunney, he would have told them so. To have told them that the search was to be continued in any direction would have dispelled all gloom and despondency at once. But at that time it seems he was ignorant of the fact—which he afterwards discovered and communicated to their lordships—that he "stood out to the northward with intention of proceeding down the western side of North Somerset."

A re-examination of Leopold Harbor being a retrograde movement, Captain Forsyth permitted Mr. Snow to go there in one of the boats. He put off at half-past nine P. M. of the 23d of August. In his midnight reflections during his boat excursion, he could not forget the disappointments and mortifications of the preceding day:

"Midnight upon the waters in a solitary boat, I have no doubt a very pretty thing in some parts of the world; but midnight upon the waters of the Arctic sea, without the excitement of a whale chase, or the company of another boat, or even of your own ship, is any thing but pretty."

"A few nights back I was on the opposite coast of Melville Bay, watching with intense feelings of delight and pride the sun shining upon the whole 'searching fleet,' as the boat of twelve was sounded through each ship. Now I was alone, on a service which, though requiring care, attention, and energy, was yet a retrograde movement."

"A check had been given to my sanguine expectations: instead of searching the coast onward, I was examining it backward. Then I looked forward expectantly, trusting, nay, half believing, good news would wait on me somewhere at the entrance of the part of our labors. Now, alas! . . ."

It cannot be necessary to add to these evidences of the determination of Captain Forsyth, on the morning of the 22d of August, to return to England, or of his having then, and not afterwards, and "after most mature consideration," expressed his determination to do so, first to Mr. Snow, and afterwards to the assembled crew, to the disappointment, mortification, and disgust of all.

3.—Of Captain Forsyth's crossing Barrow Strait.

"On reaching the north end of Leopold Island, I found the pack extending from thence across Barrow Strait, towards the entrance of Wellington Channel. After having forced our way through great quantities of heavy drift ice, the vessel receiving many severe concussions, we got in with the land between Capes Herschel and Hurd."

On reading this part of his report, their lordships of course supposed the Prince Albert was actually forced through the ice, with Captain Forsyth, if not on deck giving the necessary orders, at least that he was on board when she received the "many severe concussions." They could see nothing in his letter shadowing forth the fact that at that precise time he was snug and safe on board the American brigantine Advance, in whose wake the Prince Albert was kept by the mate in her passage through the pack. Yet so it was.

It was after two P. M. of the 23d of August when Mr. Snow again got on board the Prince Albert off Whaler Point. A heavy stream of ice then reached in a half circle from Leopold Island to nearly midway across Prince Regent's Inlet. While endeavoring to get round this Advance how in sight. Mr. Snow was surprised and gratified at this meeting:

"We had to stand away for some distance, to round the edge of this stream; and as we approached the far end we perceived that a vessel, which we had some time before seen, was apparently standing right in for us. At first we took her for Sir John Ross's schooner, the Felix; but a few moments more settled the point, by her size and rig being different, and her colors being displayed, which proved her to be one of the 'Americans.'"

"We showed our colors to him, and Captain Forsyth immediately determined to go on board of him, and see whether the same plan of search for him was laid out for us. The boat was lowered, and in a short time we [Captain Forsyth and Mr. Snow] were standing on the deck of the Advance, Lieutenant De Haven, of the American Navy, and most cordially received, with their accustomed hospitality, by our transatlantic friends."

They remained on board the Advance until after midnight. During the interval, the Prince Albert, in charge of the mate, and in the wake of the Advance, was safely conducted through the pack, not round it, to the open water on the north side of the strait.

Mr. Snow speaks in raptures of the manner in which the Advance was handled, and of the way in which she was "dashed through the streams of heavy ice running off from Leopold Island."

"I happened to go on deck when they were thus engaged, and was delighted to witness how gallantly they put aside every impediment in their way. An officer was standing on the heel of the bowsprit, conning the ship and issuing his orders to the man at the wheel in that short, decisive, yet clear manner, which the helmsman at once well understood and promptly obeyed."

"There was not a rag of canvas taken in, nor a moment's hesitation. The way was before them; the stream of ice had to be either gone through boldly or a long detour made; and, despite the heaviness of the stream, they pushed the vessel through in her proper course. Two or three shocks as they went in contact with some large pieces were unheeded; and the moment the last shock was past the way, the officer sang out, 'So; steady as she goes on her course,' and came as if nothing more than ordinary sailing had been going on."

Mr. Snow here tells how they "forced their way through great quantities of heavy ice, the vessel receiving many severe concussions," but they were on board the Advance, and remained there until the last block of ice was past her bow. As to the Prince Albert, he adds:

"I observed our own little bark nobly following in the American's wake; and as I afterwards learned, she got through it pretty well, though not without much doubt of the propriety of keeping on in such a procedure after the 'mad Yankee,' as he was called by the mate."

Commander Forsyth went on board the Advance to ascertain the plan of search to be pursued by Lieutenant De Haven, and he received the information he desired:

"I was given a brief history of their voyage to the present time, as also an outline of their future operations."

"Did Captain Forsyth, with like candor and frankness, inform Lieut. De Haven as to his own movements, past and future? Mr. Snow has answered the question:

"I carefully put away the letters given to me for their friends in America, and promised to send them by the earliest opportunity. We had not told them we were returning, but they thought we should have a better chance to forward despatches home than they would at Melville Island."

They did not tell Lieut. De Haven they were "returning," what they did tell him Mr. Snow does not say. But, whatever it was, they intended to mislead him as to their own movements. Of their leaving the Advance, Mr. Snow says:

"It was past midnight again before we parted from our hospitable friends, whose hearty and seaman-like shake of the hand, as I bade each farewell, I shall not soon forget."

Mr. Snow may not soon forget, but Captain Forsyth managed to forget it all very soon. Before he was two days older, he saw the Advance aground, on a lee shore, among icebergs, and passed on without speaking her, having previously given express orders to Mr. Snow, who was going to the shore in a boat, not to go on board of her. Such was the memory and truth were the thanks of Capt. Forsyth.

4.—Of Captain Forsyth and the two American brigantines.

Commander Forsyth once, and once only, alludes to the American vessels:

"Her Majesty's ships Assistance and Intrepid, when last seen by me, on the 25th of August, whilst off Point Innes, appeared to be well covered with Cape Hotham, carrying a great deal of sail, with a strong breeze from the westward. Penny's vessels were also in the entrance of the strait, and two American brigantines working over towards Cape Hotham."

This was in less than forty-eight hours after the night of the 23d of August, when he was taken through the ice in the Advance, while his own vessel "was nobly following in her wake." His misrepresentation here was not accidental or questionable; it was direct, positive, and intentional. He did not see two American brigantines where he says he saw them, and he knew where the two American brigantines at that time were.

Perhaps Capt. Forsyth was ashamed to tell the truth. Perhaps he was unwilling to acknowledge before the world the discreditable fact that he had left exposed, in a dangerous position, so late in the season, without offering assistance, the very vessel and crew to whose good qualities, skill, and kindness he had so recently and so largely been indebted. But, whatever was his motive, the report he made to the Lords of the Admiralty of the position of the American vessels was untrue.

The Advance and the Rescue were separated in a gale, on the night of the 19th of August, in Lancaster Sound. Lieut. De Haven spent most of the 20th in search of the Rescue, when, unwilling longer to lose a favorable wind, he stood to the west. He was at Port Leopold on the 23d, and before midnight conveyed Commander Forsyth ashore through the heavy pack of ice in Barrow's Strait. At five P. M. of the 24th he was at Cape Hurd. The next day, August 25, he was aground, north of Cape Riley, when Capt. Forsyth returned down Wellington Channel.

The Rescue, driven rapidly to the west by the gale which separated her from the Advance, may have entered Wellington Channel on the 23d, in advance of all the expeditions, and was probably the first to discover the supposed remains of the encampment of a party from Sir John Franklin's ships on Cape Riley. At noon of the 25th of August she was, according to the first report of Mr. Snow, close hauled in the ice off Cape Bowden. She was then the leading vessel to the north, and was the only one in fact of all the searching ships that had entered upon unexplored ground.

The first information received in America that the Advance was left aground by the Prince Albert was from the account taken to England by Capt. Saunders, of the North Star, who arrived at Spithurst on the 25th of September. According to this account:

"On the 21st (of August) the North Star sent a boat to the Prince Albert, when Commander Forsyth came on board and reported that he had been at Port Nell, but had not been able to enter for the ice, and had found one of the American ships sent out in search for Sir John Franklin ashore in Barrow's Strait; that he had tendered assistance, which had been declined by the American commander, as his ship being uninjured he believed his own crew competent to get her off."

The North Star met the Lady Franklin and the Sophia (Captain Penny's vessels) on the 21st of August, in Lancaster Sound, and remained in company with them from noon of the 21st to 5 A. M. of the 22d; and after 5 A. M. of the 22d she fell in with the Felix (Capt. Ross's schooner), and was boarded by Commander Phillips. From these Captain Saunders received particular information of all the English vessels engaged in the search for Sir John Franklin. On the 30th of August Capt. Saunders got sight of the Prince Albert, near Possession Bay:

"I observed a schooner southeast of us, but as it was calm we did not close with her till about four o'clock the next morning, (August 31,) when I sent a boat on board, and found it to be the Prince Albert, Commander Forsyth, on his way to England."